U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

800 Independence Ave
Washington, DC 20591

November 12, 2021

Exemption No. 18377A
Regulatory Docket No. FAA-2018-0619

Mr. Aaron Farber
Business Area Chief Engineer, Tactical UAS
L3Harris Technologies
744 S Euclid Avenue
Tucson, AZ 85719

Dear Mr. Farber:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend and amend Exemption No. 18377. This letter transmits the FAA's decision, explains the FAA's basis, and provides the conditions and limitations of the exemption, including the date the exemption ends, and lists the revised conditions and limitations.

The Basis for the FAA's Decision

By letter dated September 30, 2021, you petitioned the FAA on behalf of L3Harris Technologies (L3Harris) for an extension of, and amendment to, Exemption No. 18377. That exemption from §§ 61.113(a) and (b), 91.7(a), 91.119(c), 91.121, 91.151(a), 91.405(a), 91.407(a)(1) and (2), 91.409(a)(1) and (2), and 91.417(a) and (b) of Title 14, Code of Federal Regulations (14 CFR) allows L3Harris to operate the Latitude Hybrid Quadrotor-60 (HQ-60) and the Latitude Hybrid Quadrotor-90 (HQ-90) unmanned aircraft systems (UAS), each of which weighing more than 55 pounds, for the purpose of training and acquisition of aerial data at and in collaboration with airports in Arizona, Virginia, and Alaska.

L3Harris has requested to make three amendments to Exemption No. 18377. The first amendment you request would change the name of the exemption holder from L3 Latitude to L3Harris Technologies to account for a corporate merger and renaming of the original exemption holder L3 Latitude. L3Harris has also requested an amendment to reflect the renaming of the UAS product line from HQ-90 to FVR-90 after the corporate merger. Finally, L3Harris has requested an amendment to amend the maximum take-off weight from 104 pounds (lbs.) to 130 lbs.[1]

[1] The requested amendment to amend the maximum take-off weight from 104 pounds (lbs.) to 130 lbs. is currently under review and will be addressed in a separate forthcoming decision.

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

The HQ-60, HQ-90, and FVR-90 do not currently have an airworthiness certificate. Title 49 U.S.C. § 44807 provides the Secretary of Transportation (hereinafter Secretary) with authority to determine whether a certificate of waiver, certificate of authorization, or a certificate under Section 44703 or Section 44704, is required for the operation of certain UAS. Section 44807(b) instructs the Secretary to base the determination on which types of UAS do not create a hazard to users of the national airspace system (NAS) or the public. In making this determination, the Secretary must consider the size, weight, speed, operational capability of the UAS, and other aspects of the proposed operation. In accordance with the statutory criteria provided in 49 U.S.C. § 44807, and in consideration of the size, weight, speed, and operational capability, proximity to airports and populated areas, and specific operations, the Secretary has determined these aircraft do not create a hazard to users of the NAS or the public.

The FAA's Decision

The FAA has determined that good cause exists for not publishing a summary of the petition in the *Federal Register*. The FAA has determined that good cause exists because the requested extension of amendment to the exemption would not set a precedent and any delay in acting on this petition would be detrimental to L3Harris.

Although you requested to operate at a weight no more than 130 lbs., the 49 U.S.C. § 44807 determination for the Hybrid Quadrotor-60 (HQ-60) and the Latitude Hybrid Quadrotor-90 (HQ-90/FVR-90) UAS is limited to no more than 95 lbs. and 121 lbs., respectively. Therefore, operations under this exemption are limited to a maximum take-off weight not to exceed 95 lbs. and 121 lbs.

While L3Harris did not request relief from Section 91.109, flight instruction; simulated instrument flight and certain flight tests, the FAA determined it was necessary. Section 91.109(a) requires aircraft used for "flight instruction" to have "fully functioning dual controls." Section 91.109(b) relates to airplanes equipped with a single, functioning throw over control wheel that controls the elevator and ailerons, in place of fixed, dual controls. Section 91.109(c) lists the conditions under which a person may operate in civil aircraft in a simulated instrument flight. Section 91.109(d) describes who may act as a flight instructor in a civil aircraft that is being used for a flight test for an airline transport pilot certificate or a class or type rating on that certificate, or for a Part 121 proficiency flight test. The petitioner did not describe flight instruction scenarios in which a dual set of controls or a functioning throw over control wheel would be used or required. Instead, the petitioner indicates the UA flight instruction would occur at a Ground control station (GCS). There are no redundant controls, simply redundant command links and servers. Training would be conducted on the autopilot simulator prior to any flight and with an instructor "over the shoulder" in the GCS. Should an issue arise, the instructor could easily assume control of the aircraft. The UA autopilot software has integrated safety features including lost link profiles and return-to-base divert options. The training that would occur in accordance with this exemption would be conducted only pursuant to the procedures described in the operating documents and during dedicated training sessions. As described in prior exemptions, therefore, relief from Section 91.109 is granted to the extent necessary to comply

with the L3Harris operating documents and the applicable conditions and limitations stated below. *See*, Yamaha Motor Corporation, U.S.A., Exemption No. 17790 at page 10.

Finally, although L3Harris did not petition for relief from Section 91.403(b), the FAA finds such relief is necessary. The FAA has determined that 14 CFR Part 91, Subpart E, *Maintenance, Preventive Maintenance, and Alterations*, applies to UAS operations conducted under the general operating and flight rules of Part 91.[2] Since the petitioner is unable to comply with the requirements of Subpart E, including 14 CFR § 91.403(b), the relief is necessary. The relief from 14 CFR § 91.403(b), addressed in this exemption, is limited only to how to perform maintenance, preventive maintenance, or alterations on an aircraft other than as prescribed in that subpart and other applicable regulations, including Part 43 of Title 14.

The FAA has determined that the justification for the issuance of Exemption No. 18377 remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. §§ 106(f), 40113, 44701, and 44807, which the FAA Administrator has delegated to me, I hereby grant L3Harris Technologies an exemption from 14 CFR §§ 61.113(a) and (b), 91.7(a), 91.119(c), 91.121, 91.151(a), 91.405(a), 91.407(a)(1) and (2), 91.409(a)(1) and (2), and 91.417(a) and (b) to the extent necessary to allow L3Harris to operate the Latitude Hybrid Quadrotor-60 (HQ-60), the Latitude Hybrid Quadrotor-90 (HQ-90), and the Latitude Hybrid Quadrotor-90 (FVR-90) unmanned aircraft systems (UAS), each of which weighing more than 55 pounds, for the purpose of training and acquisition of aerial data at and in collaboration with airports in Arizona, Virginia, and Alaska, subject to the following conditions and limitations.

Conditions and Limitations

In this grant of exemption, L3Harris Technologies is hereinafter referred to as "the Operator" or "Exemption Holder."

1. Operations authorized by this exemption are limited to the Latitude Hybrid Quadrotor-60 (HQ-60), the Latitude Hybrid Quadrotor-90 (HQ-90), and Hybrid Quadrotor-90 (FVR-90) conducted by the operator, and are limited to the operations described in the petition for exemption and the operating documents. Each aircraft's maximum take-off weight must not exceed 95 lbs., 121 lbs., and 121 lbs., respectively. Proposed operations of any unmanned aircraft system (UAS) other than the HQ-60, HQ-90, and FVR-90 requires a new petition for exemption or a petition to amend this decision.

2. The operator must petition for an amendment to this decision if the operator makes any update or revision to the operating documents, aircraft systems, operating parameters, or other supporting documents that would affect the basis upon which the FAA granted this exemption. The documents on which the FAA relied for granting this petition for exemption are listed above, within the section titled, "Petitioner supports its request with the following information."

[2] See Exemption No. 18596, FAA-2018-0857, issued to Overwatch Aero, LLC.

3. All operations that occur pursuant to this exemption must be conducted in accordance with an Air Traffic Organization (ATO) Certificate of Waiver or Authorization (COA). A copy of the blanket 49 USC § 44807 COA is enclosed with this exemption. The Operator must apply for a new or amended COA if it intends to conduct operations that the terms of the COA do not permit. If a conflict exists between the COA and this condition, the more restrictive provision will apply. Unless the COA or other subsequently issued FAA authorization specifies an altitude restriction lower than 400 feet above ground level (AGL), operations under this exemption may not exceed 400 feet AGL. Altitude must be reported in feet AGL.

4. The unmanned aircraft (UA) must be operated within visual line of sight (VLOS) of the pilot in command (PIC) and at least one visual observer (VO) at all times. The PIC must use human vision unaided by any device other than corrective lenses, as specified on the PIC's FAA-issued airman medical certificate or U.S. driver's license. The VO may be used to satisfy the VLOS requirement as long as the PIC always maintains VLOS capability.

5. The VO and PIC must be able to communicate verbally at all times; electronic messaging or texting is not permitted during flight operations. The PIC must ensure that the VO can perform the duties required of the VO.

6. This exemption does not excuse petitioner from complying with 14 CFR Part 375. If operations under this exemption involve the use of foreign civil aircraft, the operator must obtain a Foreign Aircraft Permit pursuant to 14 CFR § 375.41 prior to conducting any commercial air operations under the authority of this exemption. Application instructions are specified in 14 CFR § 375.43.

7. The PIC must be designated before the flight and cannot transfer his or her designation at any time during the flight. In all situations, the PIC is responsible for the safety of the operation. The PIC is also responsible for meeting all applicable conditions and limitations as prescribed in this exemption and ATO-issued COA, when conducting operations, and operating in accordance with the operating documents.

8. *PIC certification.* The PIC must hold either an airline transport, commercial, or private pilot certificate. The PIC must also hold a current FAA third-class airman medical certificate, per the operating limitations for the aircraft being flown. The PIC must also meet the flight review requirements specified in 14 CFR § 61.56 in an aircraft in which the PIC is rated on his or her pilot certificate.

9. *PIC qualifications.* The PIC must complete the applicable operator and original equipment manufacturer (OEM) training programs and manuals to operate the HQ-60 and HQ-90/FVR-90 safely and in a manner consistent with how it will be operated under this exemption. The PIC, therefore, must be able to make evasive and emergency maneuvers safely. PICs must remain current and qualified before conducting operations under this exemption. Moreover, PICs must immediately inform the petitioner of any deviations or exemptions they obtain that might affect their compliance with the PIC requirements under this exemption.

10. The PIC must maintain appropriate distances from persons, vessels, vehicles and structures before operating non-training, proficiency, or experience-building flights under this exemption.

11. Prior to each flight, the PIC must conduct a pre-flight inspection, become familiar with all information concerning that flight, pursuant to 14 CFR § 91.103, and determine the UAS is in a condition for safe operation. The pre-flight inspection must account for all potential discrepancies, e.g., inoperable components, items, or equipment. The UA may not operate if the inspection reveals a condition that affects the safe operation of the UAS.

12. The PIC is prohibited from beginning a flight unless, considering wind and forecast weather conditions, there is enough available fuel for the UA to conduct the intended operation with sufficient reserves such that the PIC can land the UA without posing an undue risk to aircraft or people and property on the ground.

13. All persons who assist with the operations that will occur under this exemption, including PIC and personnel, who assist with takeoff and landing, must maintain two-way voice communications with each other during operations. If unable to maintain two-way voice communication, the PIC will land the UA in a safe location as soon as the PIC determines it is practicable to do so. No person who assists in the operations may engage in electronic messaging, texting, or other communication during flight operations using any personal electronic device that could interfere in any way with the proper conduct of any person's duties.

14. Each UA must be controlled by only a single control station and one PIC at a time. No PIC may operate multiple UA at the same time under this exemption.

15. All operations must be conducted under visual meteorological conditions. Flights under special visual flight rules are not authorized.

    a. The PIC must obtain and use real-time weather information as described in the operating documents.

    b. Each operation may only occur when weather in the area of the operation is reported and forecast to be at least 1,000-foot ceiling and 3 statute mile visibility within 1 hour before and 1 hour after takeoff and landing.

    c. The PIC must land the aircraft he or she is operating as soon as possible if the PIC is unable to comply with the required ceiling and visibility requirements.

16. Operations under this exemption may not be conducted during night, as defined in 14 CFR § 1.1.

17. A functional test flight must occur following any maintenance or alterations that affect the operation or flight characteristics of any aircraft that will operate under this

exemption, such as replacement of a flight-critical component. This functional test flight must occur prior to any operations under this exemption that follow such maintenance or alterations. Functional test flights must be conducted within VLOS by a PIC with the assistance of a VO as defined above and other personnel required to conduct the functional flight test (such as a mechanic or technician). The functional test flight must be conducted in such a manner not to pose an undue hazard to persons and property. The petitioner must permit the Administrator to observe functional test flights upon request.

18. The operator must follow the OEM's operating limitations, maintenance, service bulletins, overhaul, replacement, inspection, and life limit requirements for the HQ-60 and HQ-90/FVR-90 and its components. Each UAS operated under this exemption must comply with all OEM safety bulletins unless the Administrator directs otherwise.

19. The operator's Flight Operations Manual, Aircraft Maintenance Manual/Service Manual, FCC Grant of Equipment Authorization, and a copy of this exemption must be accessible to the PIC at the control station during all operations that occur under this exemption, and made available to the Administrator upon request. If a discrepancy exists between the conditions and limitations in this exemption and the procedures outlined in the aforementioned documents, the conditions and limitations herein take precedence and must be followed. Otherwise, the petitioner must follow the procedures as outlined in its operating documents. The petitioner may update or revise its operating documents. The petitioner must track such revisions and present updated and revised documents to the Administrator or any law enforcement official upon request. If the petitioner determines that any update or revision would affect the bases upon which the FAA granted this exemption, then the petitioner must petition for an amendment to its grant of exemption. In this regard, this document describes all such bases. The petitioner must also present updated and revised documents if it petitions for extension or amendment to this grant of exemption. The petitioner must submit such updates by contacting the FAA's Flight Standards Service, General Aviation and Commercial Division (AFS-800).

20. All flight operations must be conducted at least 500 feet from all persons who are not directly participating in the operation, and from vessels, vehicles, and structures, unless when operating:

    a. *Over or near people directly participating in the operation.* People directly participating in the operation of the HQ-60 and HQ-90/FVR-90 include the PIC, crewmembers, and other consenting personnel whose presence is necessary to ensure the safety of the operation.

    b. *Near nonparticipating persons.* The HQ-60 and HQ-90/FVR-90 may only be operated closer than 500 feet to a person who is not directly participating in the operation when barriers or structures are present. Such barriers must sufficiently protect the person from the aircraft and from debris or hazardous materials from the aircraft. Under these conditions, the petitioner must ensure the person remains under such protection for the duration of the operation. If a situation arises, in which the person leaves such protection

and is within 500 feet of the HQ-60 and HQ-90/FVR-90, flight operations must cease immediately in a manner that does not cause undue hazard to any person.

c. *Near vessels, vehicles and structures.* Prior to conducting operations within 500 feet of any vessels, vehicles, or structures, the petitioner must obtain permission from a person with authority over such vessels, vehicles or structures to proceed within 500 feet. The PIC must first assess the risk of operating closer to those objects and determine that it does not present an undue hazard.

21. The UA may not operate within 5 nautical miles of an airport reference point (ARP) as denoted in the current FAA Chart Supplement or, for airports not denoted with an ARP, the center of the airport symbol as denoted on the current FAA-published aeronautical chart, unless a letter of agreement (LOA) with that airport's management is obtained or otherwise permitted by a COA issued to the Exemption Holder. The LOA with the airport management must be made available to the Administrator or any law enforcement official upon request.

22. The UA may not be operated less than 500 feet below or less than 2,000 feet horizontally from a cloud or when visibility is less than 3 statute miles from the PIC.

23. The UA must remain clear and give way to all manned aviation operations and activities at all times.

24. Operations under this exemption may not occur from any moving vehicle or aircraft.

25. The PIC may not begin or continue a flight if any global positioning system (GPS) outage, signal fault, integrity issue, NOTAM in effect for any part of the planned operational area, or any other condition affects the functionality or validity of the GPS signal.

26. The PIC must abort the flight operation if circumstances or emergencies arise that could degrade the safety of persons or property. In such cases, the PIC's termination of flight operations must not cause undue hazard to persons or property.

27. Accidents must be reported to the National Transportation Safety Board (NTSB) per instructions contained on the NTSB Web site: www.ntsb.gov.

28. All training operations must be conducted during dedicated training sessions. Training to conduct operations with the HQ-60 and HQ-90/FVR-90 must not occur adjacent to neighborhoods, or near or over people.

29. Unless otherwise specified in this exemption, the UAS, the UAS PIC, and the UAS operations must comply with all applicable parts of 14 CFR including, but not limited to, Parts 45, 47, 61, and 91.

30. This exemption is not valid for operations outside of the United States.

Failure to comply with any of the above conditions and limitations may result in the immediate suspension or rescission of this exemption.

The Effect of the FAA's Decision

The FAA's decision amends Exemption No. 18377 to 18377A and extends the termination date to November 30, 2023, unless sooner superseded or rescinded. The amendment you requested to change the name of the exemption holder from L3 Latitude to L3Harris Technologies is granted. The amendment renaming the UAS product line from HQ-90 to FVR-90 is granted.

To request an extension or amendment to this exemption, please submit your request by using the Regulatory Docket No. FAA-2018-0619 (*http://www.regulations.gov*). In addition, you should submit your request for extension or amendment no later than 120 days prior to the expiration listed above, or the date you need the amendment, respectively.

Any extension or amendment request must meet the requirements of 14 CFR § 11.81.

Sincerely,

/s/
Robert C. Carty
Acting Executive Director, Flight Standards Service

Enclosure

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO
Any Operator with a valid 49 USC 44807 Grant of Exemption

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED
Operation of Unmanned Aircraft System(s) (UAS) in accordance with the operators' 49 USC 44807 Grant of Exemption in Class G airspace at or below 400 feet Above Ground Level (AGL) in the National Airspace System (NAS).

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE
N/A

STANDARD PROVISIONS

1. A copy of the application, made for this certificate shall be attached and become a part thereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

Note: This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions Nos. A to G, inclusive, are set forth on the attached pages.

This Certificate of Waiver or Authorization (COA) is valid for two years from the issuance of a 49 USC 44807 Grant of Exemption and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

/S/

FAA Headquarters
(Region)

Joseph Maibach
(Signature)

Acting Manager, UAS Policy Team, AJV-P22
(Title)

FAA Form 7711-1 (7-74)

SPECIAL PROVISIONS

A. General.

1. Unmanned aircraft have no on-board pilot to perform see-and-avoid responsibilities; therefore, when operating outside of active restricted and warning areas approved for aviation activities, provisions must be made to ensure an equivalent level of safety exists for unmanned operations consistent with 14 CFR Part 91 §91.111, §91.113 and §91.115.
2. The approval of this COA is effective only with an approved 49 USC 44807 Grant of Exemption.
3. This authorization may be canceled at any time by the Administrator, the person authorized to grant the authorization, or the representative designated to monitor a specific operation. As a general rule, this authorization may be canceled when it is no longer required, there is an abuse of its provisions, or when unforeseen safety factors develop. Failure to comply with the authorization is cause for cancellation. The operator will receive written notice of cancellation.

B. Safety of Flight.

1. The operator or pilot in command (PIC) is responsible for halting or canceling activity in the COA area if, at any time, the safety of persons or property on the surface or in the air is in jeopardy, or if there is a failure to comply with the terms or conditions of this authorization.

2. The PIC is responsible:

   a. To remain clear and give way to all manned aviation operations and activities at all times,

   b. For the safety of persons or property on the surface with respect to the UAS, and

   c. For compliance with CFR Parts 91.111, 91.113 and 91.115.

3. UAS pilots must ensure there is a safe operating distance between aviation activities and Unmanned Aircraft (UA) at all times.

4. Visual observer (s) must be used at all times and maintain instantaneous communication with the PIC.

5. The PIC is responsible to ensure visual observer(s) are:

   a. Able to see the UA and the surrounding airspace throughout the entire flight, and

   b. Able to sufficiently provide the PIC with the UA's flight path, and proximity to all aviation activities and other hazards (e.g., terrain, weather, structures) to enable the PIC to exercise effective control of the UA to prevent the UA from creating a collision hazard.

6. Visual observer(s) must be able to communicate clearly to the PIC any instructions required to remain clear of conflicting traffic.

7. The operator or delegated representative must not operate in Prohibited Areas, Special Flight Rule Areas or, the Washington National Capital Region Flight Restricted Zone. Operations in the Washington DC Special Flight Rule Area may be conducted in accordance with FDC NOTAM 6/1117. Such areas are depicted on charts available at http://www.faa.gov/air_traffic/flight_info/aeronav/. Additionally, aircraft operators should abide by Notices to Airmen (NOTAMS) that restrict operations in proximity to power plants, electric substations, dams, wind farms, oil refineries, industrial complexes, national parks, the Disney resorts, stadiums, emergency services, the Washington DC Metro Flight Restricted Zone (FRZ), military or other federal facilities.

C. Reporting Requirements.

1. Documentation of all operations associated with UAS activities is required, regardless of the airspace within which the UAS operates. **NOTE:** Negative (zero flights) reports are required.

2. The proponent must submit the following information to 9-AJV-115-UASOrganization@faa.gov on a monthly basis:

   a. Name of operator, Exemption number, and aircraft registration number

   b. UAS type and model

   c. All operating locations to include location city/name and latitude/longitude

   d. Number of flights (per location, per aircraft)

   e. Total aircraft operational hours

   f. Takeoff or Landing damage

   g. Equipment malfunctions. Reportable malfunctions include, but are not limited to the following:

      (1) On-board flight control system

      (2) Navigation system

      (3) Power plant failure in flight

      (4) Fuel system failure

      (5) Electrical system failure

      (6) Control station failure

   h. The number and duration of lost link events (control, performance and health monitoring, or communications) per aircraft per flight.

D. Notice to Airmen (NOTAM).

A distant (D) NOTAM must be issued when unmanned aircraft operations are being conducted.

This requirement may be accomplished:

1. Through the operator's local base operations or NOTAM issuing authority, or

2. By contacting the NOTAM Flight Service Station at 1-877-4-US-NTMS (1-877-487- 6867) not more than 72 hours in advance, but not less than 24 hours prior to the operation, unless otherwise authorized as a special provision. The issuing agency will require the:
   a. Name and address of the pilot filing the NOTAM request.
   b. Location, altitude, and/or operating area.
   c. Time and nature of the activity.
   d. Number of UAS flying in the operating area.

3. The area of operation defined in the NOTAM must only be for the actual area to be flown for each day and defined by a point and the minimum radius required to conduct the operation.

4. The operator must cancel applicable NOTAMs when UAS operations are complete or will not be conducted.

E. Coordination Requirements.

1. Operators and UAS equipment must meet the requirements (communication, equipment, and clearance) of the class of airspace within which the UAs will operate.

2. Operator filing and the issuance of required distance (D) NOTAM will serve as advance ATC facility notification for UAS operations in an area.

3. Coordination and de-confliction between Military Training Routes (MTRs) is the operator's responsibility. When identifying an operational area the operator must evaluate whether an MTR will be affected. In the event the UAS operational area overlaps an MTR, the operator will contact the scheduling agency 24 hours in advance to coordinate and de-conflict. If unable to determine the MTR point of contact, contact the FAA at email address mail to: 9-AJV-115-UASOrganization@faa.gov with the IR/VR routes affected and the FAA will provide the scheduling agency information. If prior coordination and de-confliction does not take place 24 hours in advance, the operator must remain clear of all MTRs. Scheduling agencies for SUAs are listed in the FAA JO 7400.8.

F. Flight Planning Requirements.

1. Operations must be under Visual Meteorological Conditions (VMC) and meet the following conditions and limitations:
   a. At or below 400 feet AGL, and
   b. Beyond the following distances from the airport reference point (ARP) of a public use airport, heliport, gliderport, or seaport listed in the Digital - Chart Supplement (d-CS), Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications:
      (1) 5 nautical miles (NM) from an airport having an operational control tower; or
      (2) 3 NM from an airport having a published instrument flight procedure, but not having an operational control tower; or

(3) 2 NM from an airport not having a published instrument flight procedure or an operational control tower; or

(4) 2 NM from a heliport.

2. For all UAS requests not covered by the conditions listed above, the exemption holder may apply for a new Air Traffic Organization (ATO) COA at https://caps.faa.gov/coaportal.

G. Emergency/Contingency Procedures.

1. Lost Link/Lost Communications Procedures: If the UAS loses communications or loses its GPS signal, the UA must return to a pre-determined location within the private or controlled-access property and land.
2. Any incident, accident, or flight operation that transgresses the lateral or vertical boundaries defined in this COA must be reported to the FAA via email at: 9-AJV-115-UASOrganization@faa.gov within 24 hours. Accidents must be reported to the National Transportation Safety Board (NTSB) per instructions contained on the NTSB Web site: www.ntsb.gov.

AUTHORIZATION

This COA does not, in itself, waive any Title 14 Code of Federal Regulations, nor any state law or local ordinance. Should the proposed operation conflict with any state law or local ordinance, or require permission of local authorities or property owners, it is the responsibility of the operator to resolve the matter. This COA does not authorize flight within Special Use airspace without coordinating and de-conflicting with the scheduling agency. The operator is hereby authorized to operate the Unmanned Aircraft System in the National Airspace System.